

## CLAM FISHERY.

Clam canning in Alaska in 1918 was carried on by seven companies, four of which, <sup>Petersburg</sup> Alaska Clam Canning Co., <sup>Steese Bay</sup> Noyes Island Packing Co., <sup>Sitka</sup> Sitka Packing Co., and the Red Cross Packing Co., <sup>Juneau</sup> were located in southeastern Alaska, while the other three, the Lighthouse Canning Co., Pioneer Packing Co., and the Pinnacle Rock Packing Co., were in central Alaska at or near Cordova, where most of the clam pack was made. Clam canning in southeastern Alaska, except by the Red Cross Packing Co., was incidental to salmon canning. In Central Alaska, the Pioneer Packing Co., and the Pinnacle Rock Packing Co. engaged exclusively in clam canning, but the Lighthouse Canning Co. entered the salmon-canning business. It is probable that similar action will be taken by the other companies as they admit that the clam beds are approaching serious depletion which in another year or so will have reached a point where profitable digging can not be <sup>carried on</sup> had.

The Alaska Sea Food Company's ~~main~~ plant near Cape Whitt was built primarily as a clam cannery. Canning began ~~mainly~~ in 1917 but the plant was ~~burned~~ burned early in the season and was not rebuilt in time to resume operations that year. In 1918 it opened as a salmon cannery.

<sup>Statistics for the Pinnacle Rock Packing Company are lacking as that company failed to report for the season of 1918, hence certain estimates have been made.</sup>

This industry shows an investment of <sup>\$247,757</sup> ~~\$206,657~~, which is a decrease of <sup>\$347,230</sup> ~~\$38,330~~ from 1917. It gave employment to <sup>182</sup> ~~140~~ persons, or <sup>44</sup> ~~36~~ less than in 1917. A total of 43,575 cases were packed as against 74,515 cases in 1917. The value of clam products was \$214,504, as compared with \$274,036 in 1917, a decrease of \$59,532.

by-products plant, it being regarded that the hoisting gear on the Roosevelt would not handle these heavy pieces. The Cedar sailed from Seattle June 12. The vessel stopped at Anacortes where two additional pieces were picked up. The vessel arrived at ~~St~~ Paul Island August 11.

The Roosevelt sailed from Seattle July 26 with 285 tons of general cargo and about 62,000 feet of lumber. The cargo was made up chiefly of materials for the by-products plant. Passengers were two by-products experts, two carpenters, and Dr. Charles E. Johnson, who was to relieve Dr. W. T. Miles as physician <sup>at</sup> St. George Island.

The Roosevelt sailed from Seattle October 15 on the final trip of the season with 340 tons of general supplies for the Pribilofs. Passengers were H. D. Aller for St. George Island and Dr. and Mrs. Stromberger and Mr. and Mrs. George Haley for St. <sup>Paul</sup> George Island; also two persons identified with the radio station on the latter island.

On account of the large accumulation of freight at Seattle, it was regarded as impossible for the Roosevelt to make complete deliveries before winter, hence arrangements were made for the transportation on the Steamer Firwood sailing from Seattle the middle of August with 200 tons of salt and 100 ~~tons~~ tons of general supplies. This cargo was transhipped by the Roosevelt from Unalaska in conjunction with the transportation of coal purchased at that place.

Through the courtesy of the Coast Guard, 56 barrels containing 1,978 fur-seal skins were loaded October 6 at St. George Island on the cutter Bear. The vessel landed these skins at Seattle on November 5. This cooperative action by the Coast Guard was of much benefit, as it lessened the work falling

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to the Roosevelt later on when heavy gales at the islands interfered greatly with operations, ~~It~~ It was reported that the continuance of heavy <sup>weather</sup> gales made it possible to work cargo at St. George Island only three days during the month of November.

ROUGH DRAFT

2 carbons

Purchase and Transportation of Supplies. ) caps.

As heretofore, arrangements were made to furnish the islands with ~~essen-~~<sup>essential</sup> ~~tial~~ supplies and equipment, to ~~provide~~ for the welfare of the natives and regular employees comprising the Bureau's staff. Schedules were printed listing most of the items requisitioned by the agents. Every effort was made to reduce all supplies as much as possible, on account of war conditions. Bids were opened at Washington May 28 for general supplies. It was found there had ~~occurred~~ occurred a considerable advance in price on most of the commodities needed. Supplies were assembled at Seattle, <sup>the most convenient shipping point for the Pribilofs.</sup> where most of the successful bidders were located. <sup>at</sup> Seattle, ~~is the most convenient point for shipment of supplies to the Pribilof Islands.~~

Arrangements were made with Hibbard Swanson & Company at Seattle to transport 100 tons of coal from Seattle to the Pribilof Islands on the ~~Belvidere~~<sup>adere</sup>. <sup>power</sup> This ~~is~~ a trading-schooner which has made several voyages to the Siberian and Arctic coasts. The War Trade Board had considered the advisability of refusing a license for stores and bunker supplies, but the owners offered to transport to the Pribilofs 100 tons of cargo without cost to the Bureau. Upon representations of the advantage accruing to the Bureau, the War Trade Board granted the necessary license. The ~~Belvidere~~<sup>adere</sup> left Seattle on April 1 with 100 tons of coal and a few other supplies for the Pribilofs. The vessel finished discharging at the islands on April 30.

The Roosevelt left Seattle April 27 with a cargo of approximately 319 tons of general freight and 115,000 feet of lumber <sup>for the islands.</sup> Passengers were five men in the employ of ~~Messrs.~~ <sup>who were sent to assist in sealing work,</sup> Funsten Bros. & Co. and Mr. and Mrs. A. C. Reynolds. <sup>light</sup> Three motor trucks were ~~transported on this voyage.~~ <sup>included in the cargo.</sup> ~~The men sent by Messrs. Funsten Bros. & Co. will assist in general seal work.~~

Arrangements were made with the Bureau of Lighthouses for the transportation on the lighthouse tender Cedar of certain heavy items of machinery for the